

Written Comments from November 17, 2009 Westerville Road Study Public Meeting

	Question 1	Question 2	Question 3	Question 4
	Are there any traffic-related problems that you are aware of along Westerville Road that were NOT identified tonight? If yes, please describe:	Are there any natural or man-made environmental concerns you are aware of in the corridor that were NOT identified tonight? If yes, please describe.	As the study team starts developing alternatives to address the identified needs, what do you think the team should consider?	Please provide general comments about the study.
1	Soccer field traffic - heavy at times. Participants want a traffic light. Westerville Woods Civic Association would not oppose soccer field entrance being realigned to Valley Park Ave. or Westerville Woods Blvd.	Tractor-trailer yard between Westerville Woods and Whisper Creek on west side of RT 3. Wrong zoning for this business.	Need 5 lanes from Morse Road to Westerville.	
2				<ul style="list-style-type: none"> • Use the Blendon Plan - signage, sidewalks, bikeway - maybe a service road, • At Dempsey and Rt. 3 put up 2 signs on wires heading south from 270 (one should have a left arrow and the word "only" and the other should have a forward and right arrow.
3		Run-off into Alum Creek and ditches - need more wetland area.	<ul style="list-style-type: none"> • Bike path connecting Ridgewood Park to existing bike path, • Need way to access bike path on north end of path before going under 270 from Huber Ridge. 	I think it's a nice dream.
4			Pedestrian needs should be given the highest priority. I have used the area as one and it is very dangerous.	Study is nice, but implementation is paramount!

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5	<ul style="list-style-type: none"> Types of vehicles that use SR 3 from I-270 to Dempsey - dump trucks and other heavy equipment and passenger vehicles. These vehicles (dump trucks) go to the industrial area near Kokosing and sometimes the drivers are not respectful of other vehicles (going through red lights) and leaving dirt/debris behind. Lack of strong demarcation of roadway, right-of-way and private property along SR 3 between Dempsey and SR 161. Many businesses (car lots) have encroached upon the right-of-way and get too close to the traffic. This is very prevalent among the used car lots. Need to have curb and gutter and sidewalk from Huber Village Blvd. to SR 161. 	<ul style="list-style-type: none"> Roadway flooding @ SR 3 and Dempsey. Lots of truck traffic @ SR 3 and Dempsey; therefore, need right-turn lane into industrial area so as to reduce air pollution from vehicles waiting to turn. Need 3 lanes from SR 161 to Dempsey to alleviate air pollution from idling vehicles. 	<ul style="list-style-type: none"> Pedestrian connections to south Westerville from south of Glengarry Shopping Center. Direct access to a bike path at Cooper Park from the Huber Ridge neighborhood. Currently, to access the bike path we need to ride behind Kokosing (on a road that has a lot of truck traffic) or ride on Westerville Road (very dangerous) to Cooper Road. The number of utility lines on the west side of SR 3 across from Glengarry Shopping Center is unsightly. Are all these lines needed? Put mast arm traffic signals in - not signals on cables at SR 3 and Dempsey. 	

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6	Lack of sidewalks was brought up, although I did not notice any statistics in the materials on display.		<ul style="list-style-type: none"> • Bike lanes on the roadway; • Sidewalks; • Solutions like underpasses to get bikes under the busiest/dangerous intersections, such as 270. • Cyclists who want to use the road and sidewalk to safely commute. Signage to help educate motorists to these vulnerable roadway users, such as "yield to pedestrians." 	<ul style="list-style-type: none"> • A statistic I'd be interested in is number of accidents involving non-motorized roadway users - was that part of the "other" column? • Promotion of tonight's presentation to residents - not sure how folks outside of bicycle list-serves would know to attend.
7				In regards to the bikeway plans we suggest that the bike path along Emerick Road needs a spur to go north under the existing railroad tunnel to connect to Westerville system to provide easy multiuse path access to business and works along South State Street. This tunnel goes under I-270 and parallels State Street.

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8			<ul style="list-style-type: none"> As a cyclist I avoid traveling Rt. 3; Cleveland Avenue is safer. It is not ambiguous where I have to be on Cleveland. I have to be in the travel lane. Its travel lanes - curbs and sidewalks on Cleveland. Whereas Rt. 3, the travel lane is wide, the edge of the road changes widths. It's not clear where I should bike. The wide travel lanes encourage high car speeds, too. The presence of the WAD Bikeway Initiative should in no way exempt accommodations of cyclists on Rt. 3. People will need to use Rt. 3 to get to the WAD, so there needs to be both the WAD bikeway and bike accommodations on Rt. 3. 	

MORE COMMENTS ON NEXT TWO PAGES



Other Comments Submitted (that were not in the above format or were verbal comments during meeting presentation):

1. What is the impact of this study on ODOT (FRA-3-24.48) project?
2. Has information been shared with Huber Ridge Neighborhood Association?
3. Pedestrian issues should be addressed as part of ODOT (FRA-3-24.48) project or before.
4. Overall grades on SR 3 should be addressed. High points should be removed and general grade lowered.
5. At intersection of Morse Rd. and SR 3, right lanes next to curb should be made 'right turn only' lanes, especially east and west bound on Morse Rd.
6. Have attitudes about sidewalks changed at ODOT?
7. Can the public see the latest ODOT plans for FRA-3-24.48 and will there be another public open house for that project?
8. Pedestrian fatality information not accurate because there are at least 7 other pedestrians from the Parkridge area that were injured but did not die from the injuries until over a year later.
9. Would like to see MORPC be advocate for sidewalks in the area.
10. With the many jurisdictions along SR 3, who will have ultimate project manager control over whole corridor?
11. Make Westerville Road/SR-3 a 'complete street' to include: landscape trees, lighting, crosswalks, sidewalks, bicycle lanes, bus stops, etc.
12. Utilize 'road diet' between Morse Rd & SR-161.
13. Continuous bi-directional center (third lane) not necessarily needed.
14. At all traffic signal intersections provide, at least: a) three lanes - each one dedicated for left, right, through lanes; b) four crosswalks with pedestrian signal actuators; c) overhead lighting.
15. Bike lanes can be accommodated along much of SR-3 if road diet is judiciously applied with proper lane striping, shoulder markings, and "share the road" signage. This is by far the most economic usage & simply easier existing opportunity to incorporate of existing infrastructure and ODOT owned right-of-way, rather than spending millions to acquire former railroad corridor property (WAD).
16. Reduce the far too many curb cuts along SR-3, especially between SR-161 & I-270.
17. Route the SUP trail connector - between Cooper Rd and Dempsey Road - along the **east** side of SR-3. That will easier connect neighborhoods, local streets, school, Glengary shopping center with restaurants, movie theatre. Ideally, continue the SUP alternate between Old Dublin-Granville Rd and Dempsey Rd - in front of Alum Creek shopping plaza.

COMMENTS CONTINUE



18. From north of Old Dublin-Granville Rd (Certified gas station) through the frontage of Alum Creek shopping plaza, the 2nd northbound SR-3 lane is far too long. Much of that section needs to be restored to bi-directional turn lane to provide space for southbound SR-3 vehicles desiring to safely turn left/east into Alum Creek shopping plaza. Presently, southbound through traffic must pass any such waiting/turning vehicles by using the shoulder. Years ago, when this roadway was last repaved, they incorrectly re-striped the street - consequently eliminating the center turn lanes.
19. Convert the existing far right lane of westbound Morse Rd to a dedicated right only turn lane approaching the traffic signal for north bound SR-3 headed traffic. From my observations, more than 50% of that traffic routinely heads in that northerly direction and gets disproportionately stacked up vs. the other two adjoining westbound through lanes. This routine pattern is easily observable to all and should be a quick simple fix.
20. The entrance/exit ramps along SR-161 on the east side of SR-3 used to have lit overhead directional signs that provided some minimal ambient lighting to help guide motorists along the service roads at night. ODOT has since disconnected those lights. Please add overhead street lights to this only stretch of SR-161 still missing nighttime lighting - between Ponderosa Drive & Strawberry Farms.
21. If nothing else, ODOT District 6 should acquiesce to abide by the wishes of the public majority and local jurisdictions by providing safe accommodations for servicing pedestrians and bicyclists along this entire local community roadway.
22. Revise the 'land use' maps: a) recognize the city of Columbus (effective Jan. 2009) owns park woodland preserve along the east side of SR-3, north of Westerville Crossing. Therefore, that should be changed from red/commercial to green/park; b) Effective Dec. 2009 the Columbus Park's Champions Golf Course (south Morse) is for sale by city; c) I understand the Minerva Park Golf Course is still for sale.
23. Note, as your maps indicate: Columbus master bikeway plans has designated an east/west bikeway to **cross** SR-3 at Valley Park Ave or Westerville Woods Dr (north of Morse Rd).
24. Please help us ensure the dollars already spent and time invested by many on this project's study is implemented to a productive design-action-outcome. It would be disappointing to see this become yet another repeated futile planning effort for SR-3 placed on the shelves.